

As this operation continues, I hope the regional militaries are identifying their earlier mistakes and adjusting their strategy in response. Meanwhile, the international community cannot continue to stay on the sidelines as these massacres continue. The United Nations Security Council should take up this matter immediately and, in coordination with the Secretary-General and his Special Representative for LRA-affected areas, develop a plan and new resources to enhance civilian protection. I urge the Obama administration to use its voice and vote at the Security Council to see that this happens. At the same time, I urge the administration to develop an interagency strategy for how the United States can contribute to longer term efforts to disarm and demobilize the LRA, restore the rule of law in affected areas of Congo and Sudan, and address political and economic marginalization in northern Uganda that initially gave rise to this rebel group.

This is not to suggest the United States has not already been involved with the ongoing operation. AFRICOM officials have acknowledged that they provided assistance and support for this operation at the request of the regional governments.

As a 17-year member of the Subcommittee on African Affairs and someone who has been involved with AFRICOM since its conception, I would like to offer some thoughts on this matter. While I supported AFRICOM's creation, I have been concerned about its potential to eclipse our civilian agencies and thereby perpetuate perceptions on the continent of a militarized U.S. policy. It is essential that we get this balance right and protect chief of mission authority. By doing so, we can help ensure AFRICOM contributes to broader efforts to bring lasting peace and stability across Africa. When I visited AFRICOM's headquarters last December and talked with senior officials, we discussed the important roles that it can play. They include helping to develop effective, well-disciplined militaries that adhere to civilian rule, strengthening regional peacekeeping missions, and supporting postconflict demobilization and disarmament processes. In my view, assisting a multilateral operation to disarm an armed group that preys on civilians and wreaks regional havoc fits this job description, theoretically, at least.

To put it bluntly, I believe supporting viable and legitimate efforts to disarm and demobilize the LRA is exactly the kind of thing in which AFRICOM should be engaged. Of course, the key words there are viable and legitimate. We should not be supporting operations that we believe are substantially flawed and do not have a high probability of success. Furthermore, we should ensure that operations we assist do not exacerbate inter-state tensions or violate international humanitarian law. If we get involved, even in an advisory capacity, we have

to be willing to take responsibility for outcomes, whether anticipated or not. To that end, it is critical that the State Department is not only involved but plays a leading role in ensuring that any military activities are coordinated with long-term political strategies and our overarching foreign policy objectives.

In the case of this current operation against the LRA, as I have already outlined, I do not believe these conditions were met or the necessary due diligence undertaken before its launch. But we cannot just give up on the goal of ending the massacres and threat to regional stability posed by this small rebel group. That is precisely why I am urging the development of an interagency strategy to drive U.S. policy going forward. By putting in place such a proactive strategy, we can better help the region's leaders to get this mission right and protect their people from the LRA's continuing atrocities. This could finally pave the way for a new future for this region and its people and help shape an AFRICOM that works effectively for both Africa and America's security interests.

CLEAN TEA

Mr. CARPER. Mr. President, I have come to the floor of the Senate many times to discuss the importance of curbing greenhouse gas emissions. Over the past several Congresses, I have introduced legislation to create a mandatory cap-and-trade program to help utilities reduce their emissions of carbon dioxide, while also regulating unhealthy emissions of mercury, nitrogen oxide and sulfur dioxide. Hopefully, later this year, Congress will consider an economy-wide, cap-and-trade bill to curb greenhouse gas emissions.

But one area that has not received enough attention or comprehensive treatment in climate change proposals is the transportation sector.

In all fairness, it is tricky to address. Mobile sources—like cars and trucks—are numerous and do not stay in any one jurisdiction. The amount of pollution they produce is impacted by the efficiency of the vehicle, the type of fuel it uses, as well as how far, fast and often the vehicle is driven. Managing all of those different inputs is not an easy thing to do. But we must find a way if we are serious about addressing climate change.

The transportation sector produces 30 percent of greenhouse gas emissions and is the fastest growing source of pollution. If we do not curb emissions from transportation, we will either fail to reduce greenhouse gas emissions to the level scientists tell us is necessary to stave off climate change. Or we will have to ask other sectors to make up the difference.

When the transportation sector has been considered before, the focus has always been on vehicle fuel economy standards or tailpipe emissions standards. Last Congress, I was extremely

proud to play a role in increasing the Corporate Average Fuel Economy, CAFE, standard for cars and trucks for the first time in 32 years. The new standard requires the entire U.S. fleet of cars and trucks to average 35 mph by 2020.

The new standard has a better chance of success because it applies across the entire U.S. fleet, removing the loophole that encouraged auto manufacturers to build larger cars. At the same time, we structured the standard in a way that allows manufacturers to specialize in the vehicles for which they are known. Instead of having every manufacturer meet the 35 mph standard, those that build smaller cars will meet a higher standard and those that build larger cars will meet a lower one. But in the end, the fleet as a whole will reach 35 mph. We increased CAFE in a way that garnered the support of both environmentalists and the automobile industry—a model I hope we can follow in developing climate change legislation.

In the same bill that raised CAFE, Congress also established a Renewable Fuel Standard, RFS, requiring that 36 billion gallons of renewable fuel is sold in 2020—up from 9 billion gallons today.

Taken together, the CAFE and RFS is expected to save two million barrels of oil per day and save consumers more than \$80 billion at the pump. It will also reduce emissions of carbon dioxide by 18 percent.

While this is a major improvement, we must remember that our goal is to reduce greenhouse gas emissions by 60 to 80 percent. We need to look for other ways to make the transportation system cleaner.

That is where the bill we are introducing today comes in. The Clean Low-Emission Affordable New Transportation Act, or CLEAN TEA, would reserve a portion of any auction proceeds from a climate change bill, and dedicate it to funding transportation projects that reduce greenhouse gas emissions.

This is a critical piece of the puzzle which, if left out, hampers the effectiveness of the other measures taken by car companies and fuel producers. For example, in 1975, we created CAFE standards to reduce oil use. But at the same time, we closed down transit systems and built homes far from workplaces, schools, groceries and doctors. As a result, driving increased by 150 percent. Therefore, even though cars got significantly more efficient, American use of oil increased 50 percent. We cannot afford to make that mistake again.

CLEAN TEA requires States and metropolitan planning organizations to review their long-range transportation plans to determine what they could do to reduce greenhouse gas emissions by making their transportation system more efficient and providing alternative forms of transportation. Once they establish a goal that is appropriate for their area and a list of

projects to help them meet that goal, they would receive funding to build those projects. Eligible projects are anything that is proven to reduce greenhouse gas emissions, including transit, freight or passenger rail, sidewalks and bike lanes, carpools and vanpools, intelligent transportation systems, congestion pricing measures and coordination of development and transportation plans.

Ten percent of auction proceeds might sound like a lot. But as I mentioned before, the transportation sector is 30 percent of the problem and growing faster than any other sector. In addition, these projects that would reduce greenhouse gas emissions will save Americans money and create jobs.

The American Public Transit Association recently found that people who use transit regularly save \$1,800 a year in transportation costs. The Surface Transportation Policy Project has found that those who live in areas with access to public transportation incur significantly lower costs than those who do not. This is incredibly important in a weak economy or when gas prices are high. Most people do not realize that transportation is the second highest expense in most American households—more than health care. For some, transportation costs are even higher than their mortgage or rent.

Last spring and summer, when gas prices went to \$4 a gallon across the country, Americans sought ways to save money by driving less. Many of them found that their transportation options were quite limited. Their neighborhoods had no sidewalks and there was little or no transit service. Those who had options, exercised them. But those who didn't either had to pay the price of gas and skimp elsewhere or reduce their quality of life. This is unacceptable.

We fund our transportation system through a gas tax, which is to say that we pay for roads and transit by burning gasoline. When people drive less, our transportation budgets dry up. So states and localities that seek to reduce oil use, lower greenhouse emissions and save their constituents money, get their budgets cut. CLEAN TEA reverses that by sending money to states and localities based on how much they reduce emissions.

As we develop a climate change bill, we must consider how every sector of the economy can play a part in lowering greenhouse gas emissions. When it comes to the transportation system, we—right here in Congress—have a lot to say about how that system is developed, how efficient it is and how polluting it is. We should make sure that, as we tell American businesses to get their houses in order, we clean up our act as well.

Through CLEAN TEA, we have the chance to make progress addressing many problems at once—finding additional funding for transportation infrastructure, building money-saving

transportation alternatives and lowering greenhouse gas emissions from the transportation sector.

Mr. SPECTER. Mr. President, I have sought recognition to comment on my cosponsorship of the Clean, Low-Emission, Affordable, New Transportation Efficiency Act, CLEAN TEA.

This bill, which I introduced along with Senator CARPER, would establish a fund for transportation initiatives designed to reduce greenhouse gas emissions. The fund would be supported by 10 percent of the proceeds of any future cap-and-trade system established by Congress to address the issue of climate change. The funding could be used by States and local planning organizations for the development of projects such as rail, transit, transit-oriented land use and other initiatives designed to reduce emissions from the transportation sector. It is important to note, however, that the bill is not focused solely on providing alternatives to auto use. Highway operational improvements such as demand management programs and intelligent transportation systems would also be eligible if they reduce emissions by utilizing highway capacity in a more efficient manner.

These are important steps in lowering our Nation's greenhouse gas emissions, reducing our dependence on foreign oil and promoting transportation mobility. Since transportation accounts for one-third of greenhouse gas emissions, it stands to reason that revenue generated from a cap-and-trade system should be devoted to creating a more sustainable transportation future.

WOMEN'S HISTORY MONTH

Mr. FEINGOLD. Mr. President, I am proud to help celebrate Women's History Month today. This is a time to celebrate the contributions of women throughout our history and to recognize the work of so many to secure women's rights and fulfill our Nation's promise of equal justice under the law.

My own State can be proud that so many Wisconsin women have made critical contributions to the movement for women's suffrage, to education, and to countless other areas of American life. Wisconsin achieved extraordinary things to pave the way for suffrage and social progress for generations to come. According to the Wisconsin Historical Society, in 1919 Wisconsin was the first State to ratify the 19th amendment to grant women the right to vote. Sixty years before that historic moment, one of the great leaders of the suffrage movement, Carrie Chapman Catt, was born in Ripon, WI. Catt's lifelong effort to pass the 19th amendment, especially her leadership of the National American Woman Suffrage Association, was vital to the Amendment's ultimate success. And Catt didn't stop there. Once the amendment was ratified, she founded the League of Women Voters to continue

and build on the momentum for change that the women's suffrage movement created. Catt's lifetime of persistence and dedication—as a leader for change and, earlier in her life, as the only woman in her graduating class at Iowa Agricultural College and Model Farm—reminds us how hard women throughout our history have worked to secure our rights and freedoms.

We also remember the amazing Wisconsin women who have enriched their local communities, including Margaret Schurz. Schurz started the first kindergarten in the Nation in Watertown, WI, in 1856. Her efforts led to the implementation of kindergarten and early-education programs throughout the United States. Her legacy is a great example of the impact Wisconsin women have had in bringing about progressive change in education and many other areas.

This month we also know that we must continue to advocate for fundamental fairness and equality for women. The enactment of the Lily Ledbetter Fair Pay Act of 2009 to help ensure protection from pay discrimination represents another step forward, but there remains a long road ahead of us. In addition to passing the Fair Pay Act, Congress needs to do more to ensure all of America's citizens receive equal pay for equal work. Wage discrimination costs families thousands of dollars each year. This is hard-earned money that working women simply cannot afford to lose. I am a proud cosponsor of the Paycheck Fairness Act introduced earlier this year. This legislation strengthens penalties for employers who violate the Equal Pay Act and requires the Department of Labor to provide training to employers to help eliminate pay disparities.

I applaud President Obama's announcement that he will convene a White House Council on Women and Girls to ensure that the Federal Government is coordinated in its response to the challenges facing women and girls in our country. As we commemorate Women's History Month, we must continue to honor the tremendous contributions women have made, and renew our commitment to advancing the rights of women everywhere.

REAL STIMULUS ACT

Mr. INHOFE. Mr. President, I have cosponsored Senator VITTER's legislation, The REAL, Resources from Energy for America's Liberty, Stimulus Act of 2009. It is crucial that this Nation realize the need to develop our oil and natural gas resources from the Outer Continental Shelf and ANWR, enact the kind of responsible streamlining of government to not hinder that development, and provide important regulatory relief.

I have consistently highlighted the amounts of U.S. reserves, and I think it is important to continue to point out the amount of reserves in the United States. The OCS holds 14 billion barrels